

Chapter 9

Redeployment

Redeployment is the preparation for and movement of forces, manpower, and materiel from an AO to follow-on designated CONUS/OCONUS locations. The physical act of moving includes theater and strategic movement. This chapter focuses on redeploying a force from an OCONUS base of operation to a CONUS HS. Theater commands may tailor this redeployment process to meet unique requirements.

The objective of a redeployment is to maintain unit integrity of equipment, supplies, and personnel. Redeployment should not be considered as retrograde movement, but as a new deployment. Units may conduct successive deployments into other crisis scenarios.

REDEPLOYMENT RESPONSIBILITIES

9-1. TA (general staff level personnel) transportation personnel monitor transportation functions. Their primary duties are as follows:

- Advise the commanders and staff on all transportation matters and provide technical guidance to the TAMCA.
- Act as the transportation staff link between TA and the JMC. The JMC is established to coordinate the employment of all means of transportation to support the concept of operations. The JMC recommends allocation of all transportation resources available to the theater according to the commander's established priorities.

9-2. The TAMCA is a subordinate organization to the TA. It is a primary source of information for the TA commander to plan and control the operations of the Army transportation system. The TAMCA makes movement management immediately responsive to the theater commander's desires. The following is a list of TAMCA's responsibilities that relate to redeployment. The chief responsibilities of TAMCA include the following:

- Coordinating with movements with supporting commands and all corps within a theater.
- Providing and coordinating movement management services and highway traffic regulation.
- Maintaining container accountability.
- Coordinating movements with allies and the HN.
- Developing the AO movement control policy.
- Submitting redeployment documentation for ITV.
- Preparing theater redeployment order.
- Providing initial AUCL printouts to the UMO.

- Providing sites for AUEL data base update.
- Coordinating MHE requirements between deploying units and sources (both commercial and military).
- Assisting UMOs with preparing unit movements documents.
- Coordinating highway and air passenger movements.

Actual movement responsibility falls to several commands, one of the principal commands being the TAMCA. Its contact with field units is through the supporting MCT and at airfields, through the ATMCT. At both ports and airfields, there are transportation command personnel with support equipment activities to help in the redeployment process. The TAMCA is located so that uninterrupted communications with the TA HQ, the TAMMC, transportation battalions (MC), Corps MCC, and the USTRANSCOM are facilitated.

MOVEMENT CONTROL TEAMS

9-3. The MCTs' duties and functions will depend on the immediate situation. These duties may include the following:

- Receiving and coordinating transportation requirements.
- Selecting the mode (air, rail, inland waterway, or highway) for unprogrammed moves.
- Maintaining communication with the transport services, shippers, receivers, and HN transportation resources.
- Keeping a status of and advising the TAMCA or Corps MCC and transportation battalions (MC) on the following:
 - Activities capabilities to ship and receive.
 - Location of units and support activities.
 - Availability of modes of transport.
 - Asset use capacity (the percentage of route capacity and transport capacity being used) and trends.
 - General transportation movements situation in their areas.
- Receiving, processing, and forwarding requests and replies to requests for movement over controlled routes.
- Reporting requirements.
- Scheduling traffic on controlled routes according to the commander's priorities.
- Regulating movements by granting or denying clearances to local activities.

SITE MOVEMENT COORDINATOR

9-4. A site movement coordinator, designated by the command, is the commander's representative who oversees unit movements and associated cargo from the RAA to the POE. The site movement coordinator establishes the TC-ACCIS host facility. He also assists the UMO and TAMCA in determining and reporting movement requirements needed to clear the site. In some cases, the site movement coordinator is also an intermediate command level UMO.

INTERMEDIATE COMMAND LEVEL MOVEMENT OFFICER

9-5. The intermediate command level movement officer coordinates movement planning guidance for subordinate units and unit movement requirements and provides recommendations to enhance overall movement planning and execution. Intermediate command level UMOs include the Bn, Bde S4, DTO, and the CTO.

UNIT MOVEMENT OFFICER

9-6. The UMO should perform the following:

- Prepare and maintain unit movement plans.
- Update and maintain unit movement documentation.
- Coordinate operational and logistical movement requirements.
- Coordinate with the TAMCA representative for external unit movement support of personnel and equipment.
- Prepare and submit redeployment DEL.
- Obtain and distribute military shipment labels.

UNIT LOAD TEAMS

9-7. Unit load teams are responsible for preparing vehicles for shipment. This includes the following:

- Securing classified or protected sensitive equipment.
- Weighing and marking equipment for shipment by air or rail.
- Stenciling appropriate cargo.
- Properly placing military shipment labels.
- Affixing documents.
- Protecting fragile components.

Unit load teams also drive the unit's vehicles and palletized ammunition and other hazardous cargo.

LIAISON TEAMS

9-8. The liaison teams represent the command at POEs. These teams assist in resolving movement challenges and aid in outloading unique equipment. They are knowledgeable on the personnel and cargo transiting the site. The liaison teams perform the following:

- Correct deficiencies.
- Coordinate logistics and administrative support challenges of redeploying units.
- Assist port or airfield support personnel in directing unit movements.
- Provide documentation for onward movement for ITV.

SUPERCARGOES

9-9. Supercargoes are personnel designated by a deploying unit, on orders, to accompany, secure, and maintain unit cargo onboard a vessel. They provide maintenance and liaison during cargo reception SPOE, vessel load and sea operations, agricultural and customs clearances, and SPOD port operations. See Appendix G for more information on supercargoes.

CUSTOMS AND AGRICULTURE INSPECTIONS

9-10. The MCI, USCS, or HN customs service will inspect the cargo before loading. The unit must ensure the cargo is ready for inspection and clearance. Before the inspection, the unit should do the following:

- Make an appointment for the inspectors to examine the cargo.
- Thoroughly clean all vehicles and cargo. Remove all loose ammunition and HAZMATs from vehicles.
- Provide customs personnel access to all cargo requiring clearance. Ensure that keys and a packing list are available for inspection.
- Provide any information needed to clear cargo during the customs inspection.
- Keep customs clearance documents in a permanent file.
- Notify customs of classified material being shipped.
- Prepare for customs inspections according to DOD Regulation 5030.49-R and FM 55-17.

REDEPLOYMENT PROCESS

9-11. In preparing for redeployment, the supported CINC decides how the operation will proceed. These factors may include the following:

- CJCS residual force mission statement.
- CJCS requirements to reconstitute a response capability.
- Political negotiations and other theater needs.
- Occupation/nation building/humanitarian missions.
- Establishment of Army Reserve stocks in AO.
- Security of the force.
- Constraints of RC forces and individuals in theater.

REDEPLOYMENT REQUIREMENTS AND CONSIDERATIONS

9-12. An important aspect of redeployment is the restoration of any environmental violations committed by US Forces. During major federal actions abroad, US Forces will comply with all applicable regulations and standards, including SOFAs, treaties, and international agreements. In addition to any reclamation that may be required, planning considerations must be given for the removal of HAZMAT which was deployed to the host country or created during operations in the host country. Further environmental information can be found in AR 200-1 and AR 200-2.

9-13. Ammunition will be palletized and shipped separately from unit equipment. It will be inspected for serviceability and hazards and recrate before redeployment. All explosive safety standards for peacetime will be met. This is a major project that requires a combined effort by the US Army Materiel Command and redeploying forces.

9-14. Some materiel already on requisition when hostilities cease will not be required in the theater, or some categories of supplies will not be needed in the quantity requested. To the extent possible, units should use theater stocks. If no longer needed, cancel requisitions previously submitted for supplies. Supplies in-transit may be diverted to other destinations throughout the world or to CONUS. Materiel and movement managers need to closely monitor this situation. Material management centers must change the DODAAC ship to addresses for redeploying units.

9-15. Accurate automated documentation is required for redeployment. Properly prepared and accurate DEL entries into TC-ACCIS will enable seaport operators to prepare accurate vessel manifests at the SPOE. Successful shipping operations depend on the accuracy of vessel manifests and delivery of all equipment in order for MTMC to successfully plan the off-load and follow-on transportation requirements at the SPOD.

REDEPLOYMENT PHASES

9-16. The strategic redeployment process has six phases (see Figure 9-1, pages 9-5 and 9-6). The procedure begins after combat reconstitution when the force closes on the TAA to begin the redeployment sequence. The force requests movement authorization into the TAA or RAA through the TAMCA or equivalent level of command.

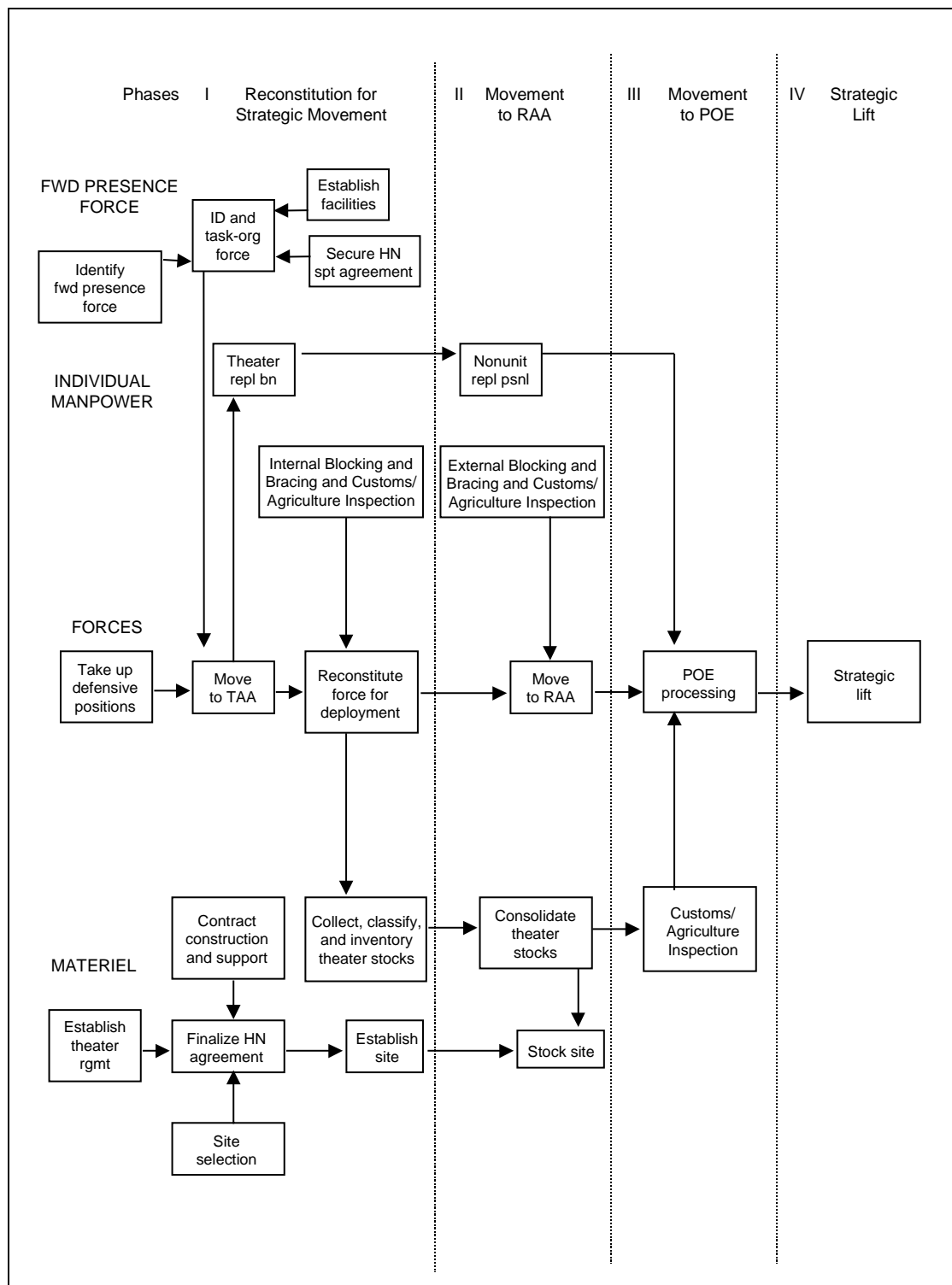


Figure 9-1. Strategic Redeployment Process Phases I through VI

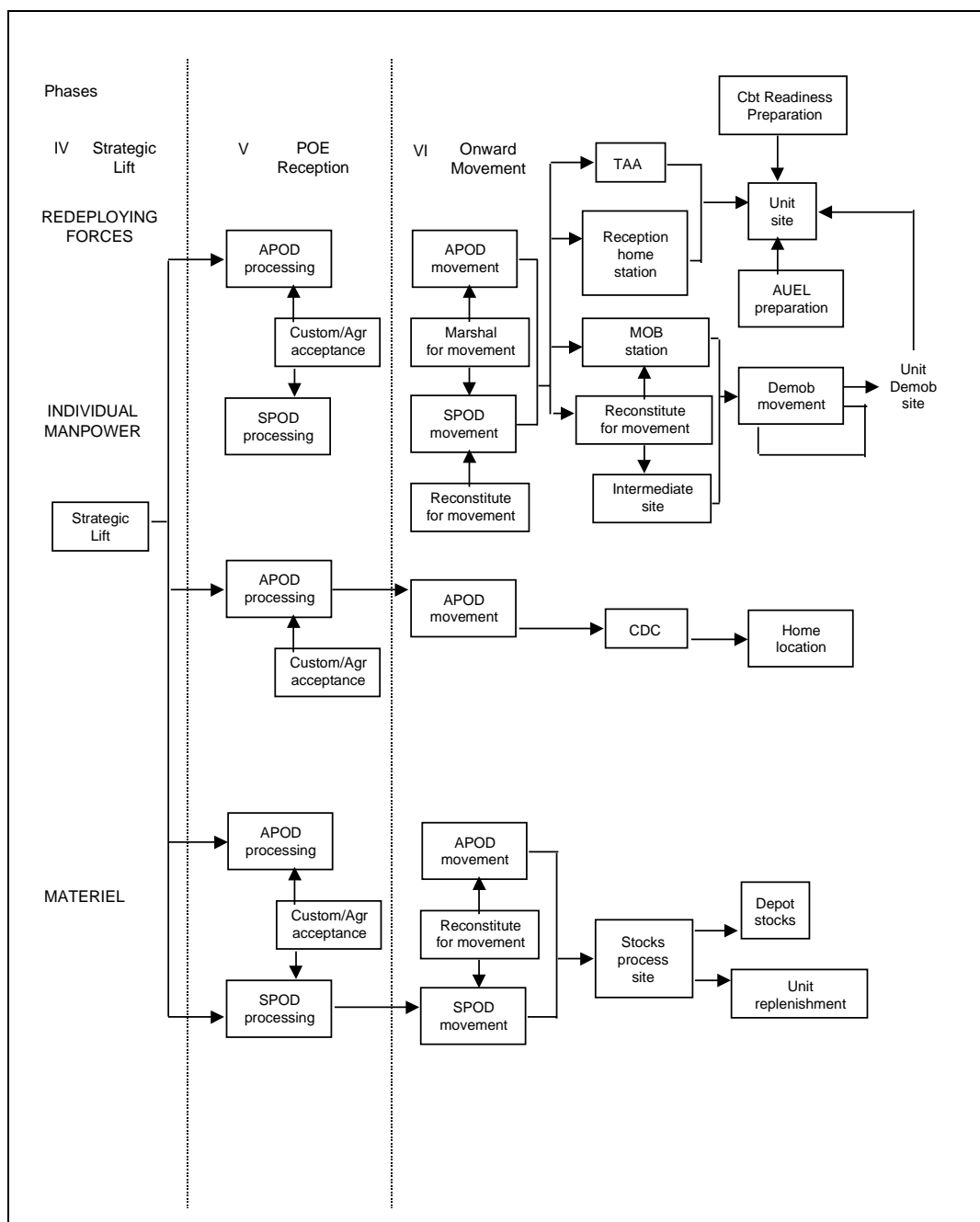


Figure 9-1. Strategic Redeployment Process Phases I through VI (continued)

PHASE I - RECONSTITUTION FOR STRATEGIC MOVEMENT

9-17. Forces that no longer have a battlefield mission move back to designated TAAs. Commander's actions include the following:

- Reconstituting the unit.
- Identifying excess materiel.
- Coordinating customs inspections.
- Cross-leveling personnel and materiel.
- Consolidating supplies for movement.
- Reconciling UMD.
- Requesting movement instructions from responsible movement control agencies.
- Initiating personnel actions.

PHASE II - MOVEMENT TO RAA

9-18. Upon receipt of movement instructions; forces, individuals, and materiel are moved to the RAAs. At the RAA, the commander completes activities that he could not accomplish at the TAA. These activities include the following:

- Moving forces, individuals, and materiel to the RAA by order of TAMCA/equivalent level of command.
- Conducting washdown procedures.
- Packing and containerizing equipment and supplies.
- Affixing placards.
- Performing customs and agricultural inspection.
- Finalizing UMD and DEL.
- Preparing movement documentation and affixing military shipment labels.
- Conducting any activities not concluded in the TAA to include supply and maintenance actions and palletization and marking.

The TAA and RAA may be combined, depending on the size of the theater and combatant commander's guidance. The redeployment sequence is based on theater constraints and supported CINC's priorities. Intermediate steps and actions may be required to supplement TAA and RAA movement, to include further defining RAA activities by establishing a final POE staging area.

PHASE III - MOVEMENT TO POE

9-19. TAMCA or the equivalent level of command provides movement instructions to move forces to the POE for final processing for strategic movement. The TAMCA/equivalent level of command calls forward units according to the redeployment TPFDD. Chapter 7 discusses DACG services at the APOE, SPOE operations, and PSA responsibilities.

PHASE IV - STRATEGIC LIFT

9-20. This phase begins with wheels-up for aircraft or passage of the last marker buoy for vessels departing the SPOE. It concludes with arrival at the POD.

PHASE V - POD RECEPTION

9-21. This phase begins with arrival at the POD and concludes with departure of equipment/materiel after the final US agriculture and customs clearance from POD authorities. MTMC controls onward movement of forces/materiel from the PODs according to the redeployment TPFDD and TC-ACCIS/shipping documentation. The assigned port commander/transportation terminal unit commander and the designated MACOM receiving the forces develop a reception plan for arriving forces. When possible, commanders send advance parties to assist in coordinating the orderly processing of redeployment forces.

PHASE VI - POD ONWARD MOVEMENT

9-22. This phase begins with reconfiguration of equipment and materiel within the port staging area and at designated marshaling sites. It concludes with arrival at final destination. MACOM representatives should conduct a visual inspection of conveying equipment while in the marshaling area. Equipment requiring safety and maintenance deficiency corrections should be diverted to the supporting maintenance activity if not repairable on site.

9-23. The supporting installation's commander is responsible for the health, welfare, and support of arriving forces and for assisting with their onward movement. In this capacity, he sustains the forces and the individuals until they arrive at their destinations. This may require assisting the units in obtaining transportation to their final destinations.

REDEPLOYMENT ACTIVITIES

9-24. Depending upon the mission, the strategic redeployment process, and the size of the redeploying force, the AO capabilities may require up to three theater nodes: the TAA, RAA, and POE. The process begins after combat reconstitution when the force closes upon the TAA. The force requests the transportation agency to provide movement authorization to move from the TAA to the RAA. Based on the TPFDD and queuing in the redeployment process flow, the TA directs the force to move with the TAMCA coordinating those movements.

9-25. Commanders at POEs ensure deploying unit equipment is ready for upload. Among the activities performed are the following:

- Assembling equipment for load.
- Conducting inspection between unit and port operators.
- Assisting in correcting equipment deficiencies.
- Providing drivers for all types of equipment.

9-26. At airfields, the DACG provides liaison contact with the Air Force. This group coordinates and controls on-loading at the airfield, assembles personnel and equipment for aircraft load, and loads personnel and equipment. Personnel generally travel by air and equipment travels by sea.

9-27. At seaports, the unit's PSA coordinates and assists the port operator in receiving, processing, and loading the unit's equipment. Unit equipment is normally called forward to the port staging area before loading.

9-28. When packing up unit equipment, UMOs make sure customs officials observe the packing process and attach a seal of approval. They consolidate items whenever possible. Using pallets or containers will minimize pilferage or theft and save valuable space on ships. UMOs make sure vehicles are reduced to the appropriate configuration.

9-29. Vehicles and related equipment must be totally cleaned by owning command or adjacent units. No vehicles with fluid leaks or drips are allowed on aircraft or vessels. These deficiencies are a safety hazard and can cause damage to the airframe, vessel, or crew. Any vehicle showing up at the loading ramp with visible signs of defects will be turned back for repair or sealing. Absolutely no waivers will be granted.

9-30. Unit deployment data must also be correctly entered into TC-ACCIS before moving from RAAs. The appropriate servicing movement control activity (TAMCA, MCC, or MCT) will assist and provide UMOs with the appropriate means to update AUEs for redeployments. Load planning, cargo manifesting, and documentation help ensure a smoother flow throughout redeployment. To assist in a smooth, fast redeployment operation, units should obtain a copy of their DELs on disk prior to deployment; and use that data for redeployment. To enhance the process and to help reduce confusion, UMOs must make sure that all unit equipment or containers have the proper documentation. If equipment arrives at the APOE or SPOE without customs documentation and appropriate seals, equipment will be classified as frustrated cargo and held until unit representatives correct the deficiencies. An overview of general requirements in the redeployment process is as follows:

- Documentation for pallets, crates, CONEXs, and SEAVANs must include packing lists in six copies, a shipping label, any applicable special handling data certification forms and a DD Form 1253 or DD Form 1253-1.
- MILVANs and SEAVANs are not owned by the unit and cannot be stenciled. However, a DD Form 1387 should be attached to the door and to the side of the container.

- Regardless of the cargo, the proper placement of military shipment labels is an essential part of the documentation required for successful redeployment. Units must make sure shipment labels are accurate and are properly placed on all equipment. Shipment labels contain TCN codes and data needed to match labels and equipment. Two identical bar code labels are attached to each piece of equipment cargo. One is attached to the left front of each vehicle and the other on the left side door. For containers, crates, pallets, and loose pieces, the labels are placed on adjacent sides. Incorrect placement labeling will result in incorrect entry of data into the AUDEL and TC-ACCIS which will result in untimely and unnecessary delays.
- Individual or personal baggage belonging to the troops must carry a DD Form 1253 or DD Form 1253-1. This label or tag will be received later at the marshaling area. A DD Form 1854 must also be completed later while on the plane or vessel.
- When transporting war trophies, a DD Form 603 must be filled out at the marshaling area. A certificate of registration (CF 4455 or CF 4457) is required for personal firearms.
- The unit assembly area is where preparing equipment and cargo for transport begins. The success of the redeployment process depends on successful preparation. All equipment needing repair must be fixed before leaving the unit assembly area.
- After the unit has properly prepared all equipment for shipment by sea or air, it is assembled in the redeployment assembly area for further processing. (Units must make sure all hazards are removed from equipment. This includes such things as explosives and ammunition without the proper authority for movement.)
- Commanders must make sure that equipment is thoroughly clean. This is very important because organisms can be transported in all sorts of spots, even in tire tread. Carelessness here could result in the introduction of an alien disease into the US. This process must be given a 100 percent effort. All equipment will undergo inspection by customs and USDA officials. Cargo or equipment that fails to meet inspection will be deemed frustrated and pulled from line. The deficiency will have to be corrected after which the entire process begins again.
- Units secure internal loads to prevent shifting and damage. They weigh and mark all equipment redeploying by air. They also make sure all appropriate placards and convoy numbers are in place and prepare and place correct movement documentation on all equipment. The TAMCA should have all forms needed for redeployment. If forms are not available, TAMCA will provide alternate directions or solutions to follow.

- All vehicles and major equipment must be marked with a DD Form 2271, a DD Form 1253 or DD Form 1253-1, packing list in six copies if a vehicle has containerized internal loads, and a special handling data certification.
- In addition to customs acceptance of equipment, customs inspectors at the POE inspect personnel and baggage documentation. The aircraft commander must complete a aircraft general declaration form (CF 7507). All personnel must also complete a DD Form 1854.
- Units ensure that their vehicles and equipment have stenciled on them, in 2-inch letters, the UIC and SUN for vehicles, MILVANs, or pallets. Cross-leveling will be completed at the TAA. Here all equipment is checked for proper packing/securing of internal loads, for correct documentation and seals, for removal of all ordnance, for serviceable lifting shackles on all vehicles, for correct fuel levels, and for such maintenance and safety concerns as properly operating lights, brakes, and correct fluid levels. Equipment will also be checked for proper marking and weighing data, appropriate placement of placard and warning signs, shipping labels, and proper documentation of vehicles and equipment, pallets, crates, MILVANs, SEAVANs, and accompanied baggage.
- Individual personnel not moving under a TPFDD ULN may be coordinated for movement by their parent unit through the TAMCA representative based on supported CINC guidance. Individual redeploying personnel remain under the administrative/logistical control of the parent unit until redeployed. In all cases, the primary method of redeployment is based upon the TPFDD process, identified by ULN. Other methods of deploying cargo and personnel not scheduled for redeployment with the main body should be done through established AMC procedures by requesting additional ULN allocation through the JOPES procedures or on an exception basis by signing over cargo for later strategic lift with units moving to the same destination.
- The unit is responsible for actions at and in support of the TAA. This includes completing all supply actions, identifying redeploying assets by mode, and preparing cargo for movement. The AUDEL is updated for redeployment.
- The TA is responsible for movement of force into the RAA and actions at and support of the RAA. This includes all predeployment preparation not conducted in the TAA, final changes to the AUDEL, and final unit predeployment equipment preparation. A final sterile area may be required by the theater. The redeployment order will specify if and how a sterile area will be used. The sterile area is a location near the POE for controlled holding of custom-cleared cargo. The military customs inspector/MP will facilitate and control the use of this area. The TAMCA will call units forward from the sterile area.

NOTE: DA Form 5748-R is an authorized substitute document for DD Form 1750. Refer to CFR 49 and AFJMAN 24-204 for more information.

9-31. The marshaling area is the final site en route for redeployment in which the unit has responsibility for unit equipment. This site is outside the APOE or SPOE to help control congestion and confusion as well as to provide adequate space for sorting equipment and personnel. Depending on available space at the port, it may be the same location as the staging area. Here all external equipment surfaces are cleaned and inspected by customs and all cargo, vehicles, and equipment are placed in chocks for onward movement. Once equipment is placed at the marshaling area, drivers can return to their parent units and HN assets can be turned in.

9-32. The next processing area is the staging area SPOE and the alert holding area for the APOE. Equipment at this site is jointly inspected by appropriate personnel. Port personnel inspect equipment being shipped by vessel, and personnel and DACG inspect equipment going by air. Following inspection, the port commander or the DACG assumes control. Customs personnel, usually MPs, conduct a final inspection of equipment prior to loading at the POEs. Port or airfield personnel position equipment for upload onto vessels or aircraft. The equipment and personnel are then placed in sterile areas and not permitted to depart.

NOTE: It is possible that unit personnel may be required to assist in the loading process. If this should occur, unit personnel should follow the instructions of the OIC/NCOIC of the port or airfield operation.

9-33. At the APOD, the call forward area requires joint inspections. After the joint inspections have been completed, unit equipment will be marshaled to the ready line and chocked for aircraft loading. As the equipment is called forward and loaded onto the aircraft, the Air Force assumes responsibility for unit equipment.

9-34. At the SPOD, the port commander will assume responsibility for unit equipment at the staging area. Personnel and cargo manifests are reviewed for accuracy and corrections are made.

9-35. After loading onto strategic lift, unit equipment and cargo responsibility is transferred from the port commander to the vessel master or from the unit commander to the aircraft commander.

CONUS POD ACTIVITIES

9-36. Customs and USDA inspectors check, approve, and issue customs and agriculture clearances. Personnel and equipment manifests are received. Stevedores or TALCE personnel then begin to process the inbound shipment and clear the POD. The port staging area is the initial CONUS off-load site. Equipment may be held pending onward movement.

9-37. From the port staging area unit representatives will assume responsibility for unit equipment and move it to a unit marshaling area. Unit personnel reconfigure equipment for continued movement to the supporting installation or HS. UMOs are responsible for coordinating the return of all personnel and equipment with the supporting ITO for movement back to demobilization stations, equipment concentration sites, or HSs. This includes preparing necessary convoy clearances and obtaining approval for throughput to HS. Vehicle maintenance teams will prepare vehicles for convoys. Rail or commercial highway representatives will be on hand while the port support activity uploads equipment for commercial transport.

9-38. Follow-on locations for soldiers redeploying as individuals may be to designated CDCs for soldiers scheduled for separation or to follow-on assignments designated by the PERSCOM commander. The CDC locations are designated by the TRADOC commander.

9-39. Follow-on locations for civilians are normally the locations from which they originated. They will redeploy using the same support structure as used by soldiers redeploying as individuals.

9-40. Follow-on locations for materiel being returned to CONUS or being redistributed elsewhere are determined through the automated redistribution process or through management decisions. This information is developed by the Army Materiel Command, HQDA (DCSLOG), and the Depot Systems Command.

9-41. Units redeploy in three increments: advance party, main body, and rear detachment. The advance party prepares for their arrival both at POD, DMS, and destination. The bulk of the personnel and designated equipment redeploy back with the main body. The rear detachment remains in the theater (usually not to exceed 25 percent of the unit's authorized personnel (preferably volunteers)) to maintain property accountability, perform unit maintenance, provide oversight of supply support, and interface with movement control as the balance of their equipment is processed for strategic sealift. Once their equipment has been processed, TAACOM directs their redeployment by strategic airlift. Upon arrival at the final destination, the unit will perform the following:

- Personnel are moved to demobilization stations/CDCs.
- Equipment is off-loaded.
- A 100 percent inventory is conducted.
- All equipment is cleaned.

Units will also conduct maintenance on equipment, return loaned material and equipment, and, based on command guidance, cross-level equipment. The redeployment process concludes when UMOs update their AUDEL and process the data into COMPASS. The success of any redeployment process requires cooperation and patience. The ultimate success of the procedure is measured by the safe and timely return of all equipment and personnel to a unit or HS.